

ROAD CONDITIONS IN 3 N. E. STATES

Rhode Island, Massachusetts and New Hampshire Covered by Expert.

By O. M. WELLS, Chief Rodman, The Automobile Club of America.

On the route from Westerly to Providence there is a short rough stretch at Perryville. Tower Hill road is in good condition between Wakefield and East Greenwich, and this is the shortest route to use. Construction is going on between Waverly and Wickford on the Narragansett shore road. The surface is all good between East Greenwich and Providence.

From Providence to Boston good surface prevails, excepting in some of the towns. The Watkinson Street Hill is under construction going out of Providence, and a false detour is provided on city streets. Either Hope street or Blackstone Boulevard may be used between Providence and Pawtucket.

Motorists that care to spend a few hours longer on the run between Boston and Portsmouth will find good roads and excellent scenery through Gloucester to Pigeon Cove on Cape Ann, and back to the trunk line at Ipswich.

The shore road between Salisbury and Portsmouth via Hampton Beach and Rye Beach is the best way to go at present, as the direct road through Hampton is closed, just beyond Hampton, and a detour necessary, which is rather poor when the weather is wet. The trunk lines running north and south in New Hampshire are in better condition than ever, especially through the sections where gravel is the surfacing material. Some of the macadam sections have become badly pitted, especially between Portsmouth and Rochester through Dover.

Francia Notch, passing the Profile, is in excellent condition, also the cross connection between Profile and Twin Mountain.

The New Hampshire roads that are new in excellent condition include: The Camps Valley route, between Rochester and North Conway; Crawford Notch, between North Conway and Bretton Woods; Pinkham Notch, between Glen, through Jackson to Gorham; through the Androscoggin Valley from Gorham to Dixville Notch; the Connecticut Valley route from Lancaster to Colebrook, also the cross road from Colebrook to the Balsams at Dixville Notch.

The road around Cherry Mountain, between Twin Mountain and Gorham, is somewhat rough in places, but is considered a fair summer road, with excellent scenery, especially around Jefferson and the Pilot range.

The Sunapee Lake route, between Clermont and Bristol, has a few rough spots, but it is very attractive and interesting from a scenic standpoint, and the surface presents no real difficulty. The route around Lake Umbagog, which is very popular with motorists, and the roads are mostly good. Motorists can run up to Rochester from Portsmouth, then around Lake Umbagog, and take through Alton Bay to the Weirs and Laconia, connecting with the trunk line at the Weirs.

Motorists willing to cross over from the Winnepesaukee section into Maine can run due east from Winter Harbor through Whittier and Tipton to Corcoran, then north to Conway and again east through Fryburg, connecting with the Bretton Woods-Poland Spring route.

So many motorists hold to the trunk line while going through the White Mountains, and so miles the many opportunities to see the different ranges at their best. There are many side trips that can be taken into the very heart of the mountain region over byways that are mostly in good condition, and with scenery in many respects, not unlike that in some of the famous canyons of California. For the benefit of motorists who would like to remain a few days or even several weeks in this most interesting country, a few especially attractive side trips are described.

For motorists stopping in Profile, Bethlehem, Bretton Woods, Jefferson or Crawford:

No. 1. From Bretton Woods down through the Crawford Notch, through Bartlett, do not cross the railroad, but continue along on the south side of Intervale, directly opposite North Conway, passing the Giant's Chair, the Little Horn of Lady Blanche Murphy, Cathedral Ledge, White Horse Ledge, Echo Lake. At a small white school house just beyond the White Horse Ledge, there is a road which turns right and runs due south along the Swift River to Passaconaway, with Big and Little Moat mountains on the west, and Big and Little Chocoma on the east, rising to a height of two or three thousand feet. Views on this route are among the most rugged in the whole White Mountain range. The road comes to an end at Passaconaway, and the return is made over the same road. The aspect is, of course, entirely different. On reaching the main road, turn right and run to Conway, then through North Conway and back to Bretton Woods through Crawford Notch.

No. 2. From Bretton Woods through Crawford Notch to Glen Station, then north through the Pinkham Notch to Gorham and around Cherry Mountain to Twin Mountain.

No. 3. From Profile, down the Franconia Notch through Plymouth, Ashland, around Squam Lake, through Holderness to Meredith. From Meredith there is a choice of two routes, one is continue south along Lake Umbagog, through the Weirs, Laconia and Tilton to Franklin, then directly north through Bristol and Plymouth to the Profile. The other is to go from Meredith to Winter Harbor and over to Chocoma and back through North Conway to Bretton Woods.

No. 4. From Bethlehem through Littleton to St. Johnsbury, then east through Concord, Miles Pond and Lunenburg to Lancaster and back to Mapewood, through either Jefferson or Whitefield.

No. 5. From Bretton Woods north through Twin Mountain, Jefferson and Lancaster, then up the Connecticut valley to Colebrook. From there run east to the Balsams at Dixville Notch, through the Androscoggin valley to Gorham, then west through Meadows to Twin Mountain.

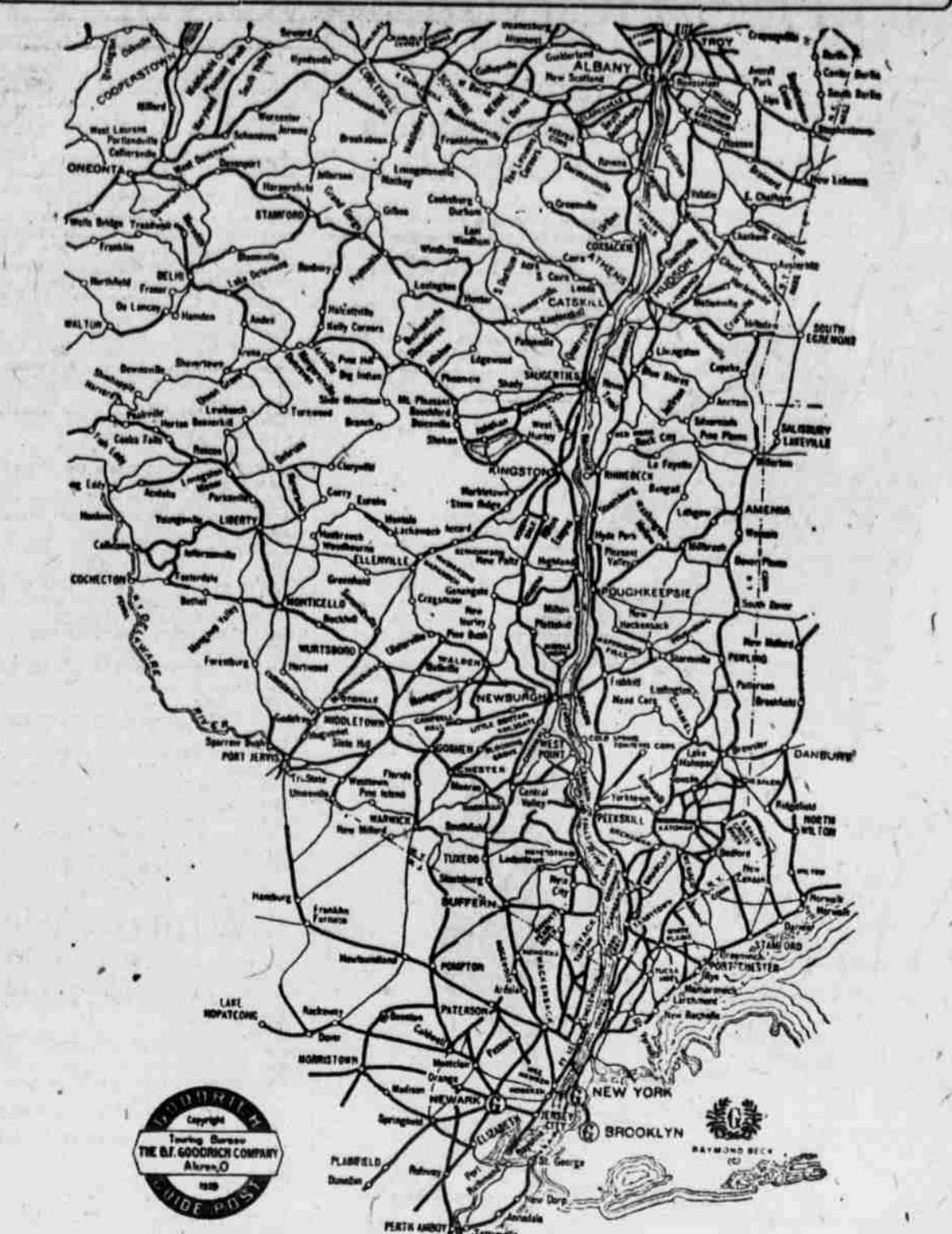
No. 6. From Mapewood through Littleton to St. Johnsbury and down on the west side of the Connecticut River to Wells River, crossing to Woodville and back to Bethlehem, through Lisbon and Sugar Hill, on through Franconia to the Profile.

PORTABLE GARAGES

WOOD OR STEEL. Best Construction. Erect Anywhere. Spacious, Light and Airy. Write for Descriptive Booklet, Dept. B. N. Borden, 24 Borden Ave., Long Island City, N. Y. Phone Hunter's Point 1804.

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Pick Your Tour and Write to SUN for Map



(Fifth of a series of tours suggested by the B. E. Goodrich Rubber Co.) The Hudson River Valley and the Catskill Mountain district offer splendid opportunities to the motorist who appreciates a scenic one day or weekend trip. The section shown on the above map embraces a number of short trips that abound with scenic and historic interest. Such jaunts as New York to Lake Hopatcong and Delaware Water Gap, through picturesque Northern New Jersey or New York to Bear Mountain and West Point via Suffern, through the In-

District Sales Head for Four Wheel Drive



H. LAUTERBACK.

The Four Wheel Drive Auto Company of Clintonville, Wis., has appointed as district sales supervisor for the territory of New York State and New Jersey Lieut. H. Lauterback, who for many years has been associated with the motor vehicle industry in this territory. Lieut. Lauterback formerly was associated with the Chevrolet Motor Company of New York as New York branch manager and as distributor for the Studebaker line. During the war he was in the ordnance department in connection with the manufacture of tanks, tractors, trucks and trailers. Lieut. Lauterback is enthusiastic about the record of the F. W. D. line in both war and commercial service and is now closing up dealer and distributor contracts throughout the above territory.

FREES MOTORISTS' WORRIES.

"Dam-a-Puncture" Air Container Also Makes Riding Easy.

The Air Container Company, Inc., has moved its office and salesroom to their new quarters, 144 Broadway. This progressive corporation manufactures and sells a patented inner tube which will not deflate when punctured, prevents blow-outs and puts the outer shoe on a wear out basis.

The company's sales slogan "dam-a-puncture" has been the subject of much comment. Mr. Muller, sales manager of the company, said in reference to it: "We think that our sales slogan hits the nail on the head. It possesses that human interest quality that makes it easy to remember and hard to forget. Besides, technically, that is just what the container does. When the nail is withdrawn, compressed rubber flows into the hole and dams it—so we say 'dam-a-puncture,' scientifically, of course."

"The air container is more resilient than an inner tube and so it adds to the easy riding qualities of a car. Imagine how delighted our customers are after they have driven over 10,000 miles without any kind of trouble. "One of our customers told me about a trip he made which took him over the roughest roads in the country. Sharp rocks stuck up like feathers on a hen's back. He saw a car after car pulled over on the side of the road changing tires. He never had a puncture and, believe me, he is strong for the air container."

POLACK TRUCK TIRE ADJUSTMENT RAISED

Basis of 12,000 Miles for High Crown Type Is Announced.

The Polack Tire and Rubber Company announced yesterday the following adjustment basis on all Polack truck tires: Polack regular, 10,000 miles; Polack high crown, 12,000 miles. In extending at this time the adjustment basis on Polack truck tires beyond 10,000 miles it should be noted the company says that Polack was the only truck tire that has for a number of years past continued to maintain a 10,000 miles adjustment basis.

The company also announced yesterday that the Post Office Department had awarded to the Polack company its entire requirements of solid truck tires of the Post Office Department throughout the country from July 1 to December 31, 1919.

The cities covered by the award are as follows: Atlanta, Baltimore, Boston, Brooklyn, Buffalo, Chicago, Detroit, Columbus, Indianapolis, Jersey City, Nashville, Norfolk, Philadelphia, Richmond, St. Louis, Scranton, Washington, Cincinnati and Pittsburg.

NEW NASH SALES ASSISTANT.

W. W. Smith Is Made Assistant to Charles B. Voorhis.

Distributors and sub-distributors from all sections of the country gathered in Kenosha recently to attend the annual sales convention of the Nash Motors Company. At the dinner which closed the three day meeting announcement was made of the promotion of Walter W. Smith to the position of assistant sales manager of the company. The announcement was made by Charles B. Voorhis, general sales manager.

Mr. Smith was presented by the distributors with a watch. He had been manager of passenger car sales.

Delco KLAXON REMY SERVICE New York Branch 239-241 W. 56th St. Phone Circle 3526 Branch of United Motors Service Incorporated General Offices DETROIT, MICHIGAN Service Department of The Dayton Engineering Laboratories Company, Dayton, Ohio The Klaxon Co., Newark, N. J. Radio Electric Corporation, Inc., New York City

MELHUSH IN NEW POST.

President of Fulton Truck Co. Now Heads Directors. The Fulton Motor Truck Company announces the resignation of William Fulton Melhush, president, to accept the chairmanship of the board of directors. The general offices and the sales department are now at 1710 Broadway, New York, having recently been removed from the factory at Farmingdale.



The Tie That Binds "GETTING the family together used to be some job. Now we can pick up Father and Mother at their home and get the cousins and the aunts together—all due to the car we bought of Schoonmaker & Jacob. 'Facts first—sales second,' that's what they told us and that's how they sold us. This car is backed by their Service Engineers' O. K."

"Good for miles and miles of service."

These Cars Are Family Cars.

- Cadillac Type 57 Victoria
- Murray 1918-19 Touring 4-4
- Cadillac Type 57 Limousine
- Murray 1917 Roadster
- Cadillac Type 57 4-4
- Packard 1918 Fleetwood Town Car
- Cadillac Type 57 Roadster
- Packard 3-25 Touring
- Cadillac Type 57 Touring
- Packard 3-25 Touring
- Stutz 1919 Touring
- Stutz 1919 Roadster
- Stutz 1918 Sedan
- Stutz 1917 16-Valve Speedster

1700 Broadway at 54th Street Telephone Circle 2185-4276 "Facts First—Sales Second"

FIRESTONE DESIGN IS REAL NON-SKID

Cross and Square Tread Pattern Result of Much Experimenting.

The survivors of a myriad of ideas serve the car owner of to-day. Only subconsciously aware of their presence, he can luxuriate in the comfort of his machine, confident that all is well as the engine purrs and the tires grip the road to speed him on his way, business or pleasure bent.

There are some interesting stories associated with the ideas that have survived the tests and the competition of the automobile construction world. Such tales are part of the romance of modern business and contain scores of human interest features.

The Firestone tire alone has behind its perfection the thoughts of thousands of men through a score of years in tropical rubber growing plantation and American manufacturing centers.

The Firestone company a short time ago began placing the alternate cross and square design on its cord tires. E. P. Jones, who represents the company in this city, learned the whys and wherefores of the design when at the big factory of the company at Akron recently.

"I found that it takes a great deal of time and thought to originate a real non-skid tread for an automobile tire," said Mr. Jones yesterday. "The design of alternate crosses and squares was adopted by our company only after months of careful investigation, comparison and tests."

"In designing a tread the first aim is to produce a maximum flowing of rubber. Success in this means a corresponding success in the amount of traction obtained. This traction, with due consideration to gasoline conservation, should hold the car to the road. Other things being equal, the more angles and the more lines of contact offer are the greater is the gripping power. Figures show the cross and square design has more angles than any other tread design on the market."

"There is also an important consideration. The higher the edge the stronger the bulwark raised against the attacks of wear and stress from without. Because of its three projections in every square the gripping power, figures show the cross and square design has more angles than any other tread design on the market."

"Straight lines and points as well as concave and convex curves are presented. This is another characteristic that reduces slipping and facilitates the handling of pleasure car or truck. "The value of the cross and square design is seen particularly along the edges of the tire. The margin is irregular, because the point of the square and the two 'claws' of the cross are set alternately along the sides. This is a great help in breaking up strains and absorbing them, obviating a fault in the majority of tread designs."

"Not only along the edges but also all over, through and around the tire the cross and square design distributes vibrations. A balanced series of alternate crosses and squares has been attained, resulting in uniform action of the tread rubber and a better distribution of the strains to the carcass of the tire. These things mean better adhesion, longer wear from tread and extra mileage from the carcass."

"The gum used in the tread has been increased in quantity in keeping with the increased size of the tire. In some of the sizes the amount used is increased by as much as 20 per cent. The gum is selected and treated for those qualities which will assure the maximum of wearing and cushioning power."

1920 Liberty Sedan Makes a Hit on Broadway



A splendid reception has been given the new closed models of the Liberty Motor Car Company, recently placed on display in the beautiful showrooms of

the E. S. Partridge Company, Inc., 1826 Broadway. The sedan and the coupe that are being featured in the display are direct from the factory and are the first cars

of these models that have been turned out for 1920. Their handsome lines and beautiful finish have aroused the admiration of the many hundreds that have inspected them.

GOAL IS 35,000,000 PLUGS.

This Production Sought for 1919 by Champion Spark Plug Co.

Toledo, Ohio, July 26.—The Champion Spark Plug Company of Toledo has outlined a production programme for 1919, which is intended to surpass all previous records. President R. A. Stranahan announced. The programme calls for the manufacture of 35,000,000 spark plugs, 10,000,000 more than were made by this concern in 1918 and 11,000,000 more than the record for 1917. With this increase in production the company will market 45 per cent. of all the spark plugs produced in this country.

GOODYEAR PIONEER IN DEVELOPING CORDS

Made Them First for Passenger Cars and Then for Trucks.

Now that the practicability of the use of pneumatic cord tires on motor trucks has been unmistakably established in many kinds of service it is interesting to note some of the elements that have contributed to the development of this type of tire and its adaptation to the various requirements of motor truck transportation.

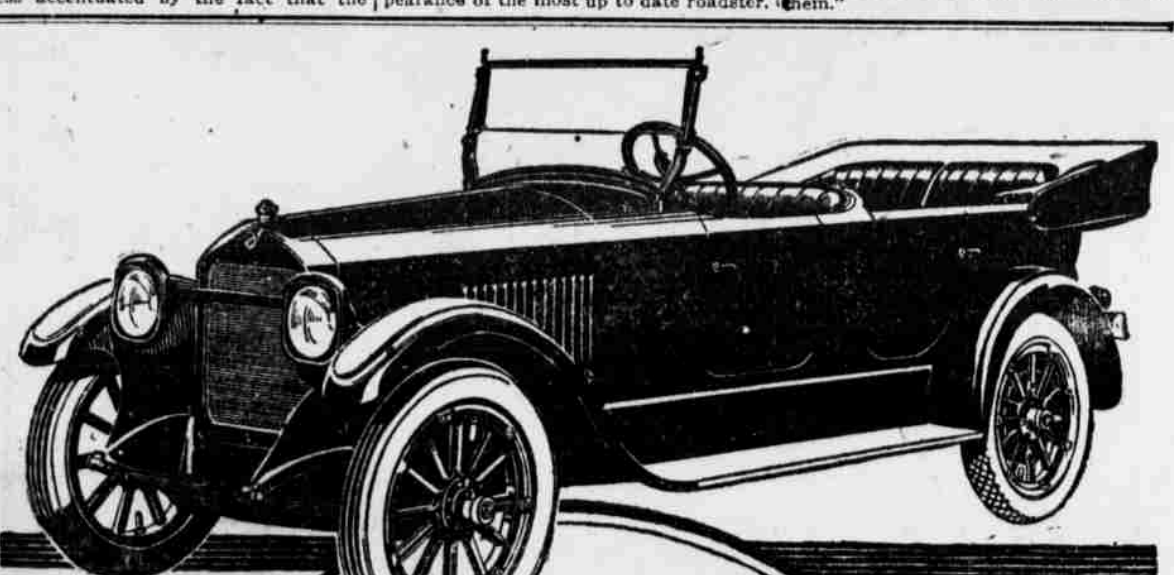
It is doubtful if any other industry is called upon to solve as many new problems as the tire manufacturers. They are compelled to keep in constant touch with the transportation needs of the country and adapt their product to every commercial transportation necessity.

"Fully ten years ago," says Harry R. Quinn of the Goodyear Tire and Rubber Company, Akron, Ohio, "we saw and insisted that there would be a great field for the pneumatic tire. None had been made then. Trucks were then in a decidedly experimental stage compared to to-day's development. And we were generally laughed at and derided for predicting a great future for the motor truck and pneumatic truck tires."

"Goodyear has been the pioneer in developing, making and perfecting pneumatic tires for motor trucks and has now evolved a tire which has long since passed out of the experimental stage. The company is not asking truck makers, agents or users to do any experimenting."

"After a careful review of the situation it was found that pneumatic tires would never do for motor trucks. So the cord type of tire came to be perfected for these freighters. The company was criticised and derided by competitors, but it kept on, had faith, made better and better tires and sold them."

The driver's seat is placed slightly forward of the remaining portion of a luxurious, roomy seat, affording comfortable space for two persons. Facing this is an adjustable single seat, which may be conveniently folded away when not in use. The car thus, on occasion, may be employed to give cozy riding comfort for four persons. Or, somewhat resembles a roadster of unusually attractive appearance—a like appearance of the most up to date roadster.



Studebaker —a light-weight BIG-SIX This attractive new seven-passenger car has a wheelbase of 126 inches. It is notable for its exceptional roominess and easy-riding qualities, yet it cannot be classed with heavy cars. Its 3125 pounds are so evenly distributed over the entire chassis, and so perfectly balanced, that it holds to the road at any speed without sideway or discomfort of any sort.

Its 60-horsepower motor, equipped with two-range carburetor and hot-spot intake manifold, is alive with power, quick in acceleration, and very economical in its consumption of gasoline. Cord tires and shock absorbers are standard equipment.

The new Studebaker Service and Repair Station is located right in the heart of Manhattan. Just a step off Broadway—at 219-23 West 77th Street The Studebaker Corporation of America Broadway at 56th Street Service and Repair Station: 219-23 W. 77th Street "Just off Broadway"